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SKF Bearings for Railway Rolling Stock Indian Railways Year Book 30th Edition, 2013-14 REJ, the Railway Engineering Journal The Clayton Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Class 17 The Far Eastern Review Proceedings The Railway Gazette Locomotive, Railway Carriage and Wagon Review Railway Engineer The Oil Engine and Gas Turbine Beama Journal The Locomotive, Railway Carriage & Wagon Review Diesel Railway Traction International Railway Journal Journal Railway Directory & Year Book Rhodesian Mining Journal Railway Gazette The Engineer Engineering Automobile Engineer Proceedings of the Institution of Electrical Engineers Jane's World Railways 2007-2008 Mechanical World and Engineering Record Flight Monthly Bulletin Bulletin [English Ed] [New Series] Bulletin Design News Railway Directory 2008 The B T H and North British Type 1 Bo-Bo Diesel-Electric Locomotives - British Railways Classes 15 and 16 Engineering Materials and Design Shipbuilding and Shipping Record Diesel Engineering Indian Railways Railway Research Engineering Index Locomotive Magazine and Railway Carriage and Wagon Review The History of the Nigerian Railway: Network and infrastructures The Far Eastern Review, Engineering, Finance, Commerce Abstracts

Includes special issues. Providing an overview of global railway networks and services, 'Railway Directory 2008' outlines current issues and provides accurate data on all of the world's major networks. This massive work took seventeen years to complete, and must stand as a seminal work of meticulous history. More than a history, it is an analysis of the railways and their role in the history of Nigeria as a country. It was the railways that carried agricultural products to the ports; that moved people at relatively little cost over long distance for trade and occupational pursuits; that gave support and strength to military operations and the movement of heavy duty equipment and materials needed for industrial works and development. The railways were the life-line of national economic development, and the pioneers in the opening up of the country to development and contact with the outside world. The three volumes explore the systems from their beginnings in the 1890s to the closing decades of the twentieth century. Over 300 illustrations illuminate the volumes. There is introductory material on exploration, geography and demography, the basics of the railway system, and a description of the assets, fuel examination and water supply exploration. The economic and political history of each of the nine railway and tramway systems is given. Operational facilities and commercial practice are each described within historical perspective. The whole is summed up under organisations, accounts and statistics, staff and industrial relations, and short biographies of departmental heads. The author spent forty-seven years in Nigeria, including twenty-seven serving to Nigeria's history. The Claytons were originally conceived as the British Railways

"standard" Type 1 diesel-electric locomotive, superseding other Type 1 classes delivered as part of the 'Pilot Scheme' fleet. The early classes suffered from poor driver visibility, and the plan from 1962 was for subsequent trip-freight and local yard shunting locomotives to be center-cab machines with low bonnets to dramatically improve visibility. To this extent the Claytons were highly successful and popular with operating crews. However, the largely untested high-speed, flat Paxman engines proved to be highly problematical, resulting in deliveries being curtailed after 117 locomotives. Further requirements for Type 1 locomotives after 1965 were met by reverting to one of the original 'Pilot' designs! Deteriorating traffic levels ultimately led to the Claytons being withdrawn from BR service by December 1971. Considerable amounts of archive material have been unearthed to enable the issues surrounding the rise and fall of the 'Standard Type 1' locomotives to be fully explored. Further sources provide insights into the effort and money expended on the Claytons in a desperate attempt to improve their reliability. Individual locomotive record cards, together with personal sighting information, allow histories of each class member to be developed including allocations, works visits, liveries and disposal details. Supported by over 280 photographs and diagrams, dramatic new insights into this troubled class have been assembled for both historians and modelers alike. The British Railways 'Pilot Scheme' orders of 1955 included ten BTH and ten NBL Type 1 locomotives, these being introduced during 1957-61 for use in East London, and on the Great Eastern and London, Tilbury & Southend lines. The BTH fleet subsequently expanded to forty-four, as a consequence of their light axle-loading and the availability of spare manufacturing capacity which BR chose to exploit in their quest to eliminate steam traction. Further construction of these two classes ceased after the fifty-four units, with preference being given to the highly reliable English Electric product which by mid-1962 had proliferated to 128 examples. The NBL fleet survived until 1968, being withdrawn after ten years of indifferent performance. The BTH locomotives followed by 1971, although four lingered on as carriage pre-heating units. Dramatic reductions in goods traffic during the 1960s/70s particularly impacted local trip and transfer freight duties, the 'bread and butter' work for the Type 1s, and it was inevitable that the less successful classes were retired from traffic first. This book looks at the short history of these two classes, making extensive use of archive sources, combined with the primary observations of numerous enthusiasts. Previously unpublished information, covering the introduction, appearance design and performance issues of the locomotives, form a central focus, and, allocations, works histories, storage and disposals, liveries and detail differences are covered in the same level of detail as previous volumes in the 'Locomotive Portfolio' series. Covers railway systems in nearly 140 countries worldwide. Includes key

personnel, organisations, financial status, current operations, planned developments, and traction/rolling stock. Plus detailed maps and images, and details for 2000 manufacturers, suppliers and service companies

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